

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application.

**Listing of claims:**

1. (Currently Amended) A control apparatus for a drive apparatus of a hybrid vehicle, in which a motor is connected to an output member connected to a main power source through a torque transmitting member whose torque capacity is changed according to ~~an engagement control amount~~ a hydraulic pressure command value, comprising:

maintaining means for maintaining a rotational speed of the motor at a predetermined rotational speed;

changing means for continuously changing ~~the engagement control amount~~ the hydraulic pressure command value from zero while the maintaining means maintains the rotational speed of the motor at the predetermined rotational speed; and

learning means for learning a relationship between an output torque of the motor for maintaining the rotational speed of the motor at the predetermined rotational speed and ~~the engagement control amount~~ the hydraulic pressure command value when the output torque of the motor reaches a predetermined value while ~~the engagement control amount~~ the hydraulic pressure command value is changed.

2. (Currently Amended) The control apparatus according to claim 1, further comprising:

detecting means for detecting an initial output torque of the motor while ~~the engagement control amount~~ the hydraulic pressure command value is zero, and the predetermined value is set to a value obtained by adding a predetermined torque to the initial output torque detected by the detecting means.

3. (Previously Presented) The control apparatus according to claim 2, wherein the detecting means detects the initial output torque when the rotational speed of the motor becomes equal to

the predetermined rotational speed.

4. (Currently Amended) The control apparatus according to claim 1, wherein the relationship between the output torque of the motor and ~~the engagement control amount~~ the hydraulic pressure command value is learned at at least one of a time when a parking position is selected as a running range in the hybrid vehicle, and a time when the hybrid vehicle is adjusted on a production line.

5. (Currently Amended) A control method for a drive apparatus of a hybrid vehicle in which a motor is connected to an output member connected to a main power source through a torque transmitting member whose torque capacity is changed according to ~~an engagement control amount~~ a hydraulic pressure command value, comprising:

maintaining a rotational speed of the motor at a predetermined rotational speed;

continuously changing ~~the engagement control amount~~ the hydraulic pressure command value from zero while maintaining the rotational speed of the motor at the predetermined rotational speed; and

learning a relationship between an output torque of the motor and ~~the engagement control amount~~ the hydraulic pressure command value when the output torque of the motor for maintaining the rotational speed of the motor at the predetermined rotational speed reaches a predetermined value while ~~the engagement control amount~~ the hydraulic pressure command value is changed.

6. (Currently Amended) A control apparatus for a drive apparatus of a hybrid vehicle, in which a motor is connected to an output member connected to a main power source through a torque transmitting member whose torque capacity is changed according to ~~an engagement control amount~~ a hydraulic pressure command value, comprising:

a first control device which maintains a rotational speed of the motor at a predetermined rotational speed;

a second control device which continuously changes ~~the engagement control amount~~ the hydraulic pressure command value from zero while the first control device maintains the rotational speed of the motor at the predetermined rotational speed; and

a third control device which learns a relationship between an output torque of the motor for maintaining the rotational speed of the motor at the predetermined rotational speed and ~~the engagement control amount~~ the hydraulic pressure command value when the output torque of the motor reaches a predetermined value while ~~the engagement control amount~~ the hydraulic pressure command value is changed.

7. (Currently Amended) The control apparatus according to claim 6, further comprising:  
a detector that detects an initial output torque of the motor while ~~the engagement control amount~~ the hydraulic pressure command value is zero, and the predetermined value is set to a value obtained by adding predetermined torque to the initial output torque detected by the detector.

8. (Previously Presented) The control apparatus according to claim 7, wherein the detector detects the initial output torque when the rotational speed of the motor becomes equal to the predetermined rotational speed.

9. (Currently Amended) The control apparatus according to claim 6, wherein the relationship between the output torque of the motor and ~~the engagement control amount~~ the hydraulic pressure command value is learned at at least one of a time when a parking position is selected as a running range in the hybrid vehicle and a time when the hybrid vehicle is adjusted on a production line.

10. (New) The control apparatus according to claim 1, wherein the control apparatus is executed when the hybrid vehicle is stopped.

11. (New) The control method according to claim 5, wherein the control method is executed when the hybrid vehicle is stopped.
12. (New) The control apparatus according to claim 6, wherein the control apparatus is executed when the hybrid vehicle is stopped.